

UNITED STATES DISTRICT COURT  
WESTERN DISTRICT OF WASHINGTON AT SEATTLE

BOMBARDIER INC.,

Plaintiff,

v.

MITSUBISHI AIRCRAFT CORPORATION,  
MITSUBISHI AIRCRAFT CORPORATION  
AMERICA INC., AEROSPACE TESTING  
ENGINEERING & CERTIFICATION INC.,  
MICHEL KORWIN-SZYMANOWSKI,  
LAURUS BASSON, MARC-ANTOINE  
DELARCHE, CINDY DORNÉVAL, KEITH  
AYRE, AND JOHN AND/OR JANE DOES 1-  
88,

Defendants.

No. \_\_\_\_\_

DECLARATION OF MOSHE  
TOLEDANO IN SUPPORT OF  
MOTION FOR PRELIMINARY  
INJUNCTION

I, MOSHE TOLEDANO declare as follows:

1. I am an employee of Bombardier, Inc. ("Plaintiff"). I currently work in the position of Chief Information Security Officer and I have been asked to provide information concerning, among other topics, the measures Bombardier takes to safeguard its proprietary information. I have personal knowledge of the matters addressed herein, and if required I can and will testify competently to any of the matters addressed in this declaration.

2. Some of measures Bombardier takes to safeguard certain proprietary information take the form of electronic security. Bombardier employs a variety of electronic

1 security measures to protect its confidential and proprietary documents and information. These  
2 include both physically restricting access to Bombardier facilities as well as virtual restraints.

3 3. Bombardier restricts each of its employee's physical access to only those  
4 facilities required for that employee to perform his or her responsibilities as a Bombardier  
5 employee.

6 4. Bombardier further restricts each of its employee's virtual access to files and  
7 information required for that employee to perform his or her responsibilities as a Bombardier  
8 employee. As part of its virtual restrictions, Bombardier implements a tiered and segmented  
9 hierarchy of access. Thus, while a senior employee may be given access to additional files and  
10 information when compared to a junior employee within the same or related group, that senior  
11 employee will still only have access to the files and information necessary for his or her job  
12 duties and would not necessarily have access to the same information or files as another senior  
13 employee.

14 5. As a Senior Engineering Specialist at Bombardier, Laurus Basson was given  
15 access to confidential files and information, including two Powerpoint slide decks, entitled  
16 "TCCA Skew Detection Presentation- Updated with latest Systems and Structure Limits 16-02-  
17 01.pptx" and "2016-03-03 TCCA Skew Detection Presentation-JAN 28 FINAL.pptx." Access  
18 to these files was restricted to individuals, like Basson, who required this information to perform  
19 their responsibilities as Bombardier employees.

20 6. As a Engineering Specialist for Aircraft Performance at Bombardier, Marc-  
21 Antoine Delarche was given access to confidential files and information, including six  
22 documents entitled "RAA-BA503-412 Reduction of Temperature, Airspeed, Altitude and Mach  
23 Number Errors.pdf"; "RAA-BA503-414  
24 Lag\_Effects\_in\_the\_Production\_and\_Experimental\_Pitot-Static\_Systems.pdf"; "RAA-  
25 BA503-418 Data Reduction of Ground Position Errors.pdf," "RAA-BA500-412 Rev A -  
26 Reduction of Temperature, Airspeed, Altitude and Mach Number Errors.pdf"; "RAA-BA500-  
27 414-RevA-Lag\_Effects\_in\_the\_Production\_and\_Experimental\_Pitot-Static\_Systems.pdf";

1 and "RAA-BA500-418\_signed.pdf." Access to these files was restricted to individuals, like  
 2 Delarche, who required this information to perform their responsibilities as Bombardier  
 3 employees.

4 7. As an Aircraft Performance Engineer at Bombardier, Cindy Dornéval was given  
 5 access to confidential files and information, including four documents entitled, "FTP PROD  
 6 CSeries Rev 5.0 – 17 November 2016.docx"; "FTP PROD CSERIES Rev 5.0 – 17 November  
 7 2016.pdf"; "CS100\_Flight\_FTP\_Perf\_N1\_target.pdf"; and  
 8 "CS300\_Flight\_FTP\_Perf\_N1\_target.pdf." Cindy Dornéval was also given access to  
 9 Bombardier's proprietary Air Safety Investigation Office (ASIO) Manuals, entitled "010101"  
 10 and "020301," its proprietary CAFM Calculation Methodology, entitled "BM7002.02.15.02 –  
 11 Flight Performances.pdf," and its proprietary Incident / Accident Investigation manual, entitled,  
 12 "BM7002.06.01.01 – TSG.pdf." Access to these files was restricted to individuals, like  
 13 Dornéval, who required this information to perform their responsibilities as Bombardier  
 14 employees.

15 I declare under penalty of perjury under the laws of the United States of America that  
 16 the foregoing is true and correct.

17 EXECUTED at Montreal, QC, Canada, this 14 day of September, 2018.

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 21   
 22 MOSHE TOLEDANO